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New Roads Leading to Salt Lake

Thirty years ago the mecca for railroad builders was Chicago or St. Louis. Then came the movement towards Omaha and Kansas City. Some years later Denver entered the field and for the last fifteen years that city has grown fat on the railroads leading to it.

Now it seems to be Salt Lake's turn.

And why should Salt Lake not be the next great railroad center of the West?

On the Pacific coast are three great groups of commercial ports which might be termed the North Pacific, the Central Pacific and the South Pacific terminals. The first are those of Vancouver, Seattle and Portland; the second, San Francisco, Stockton, Oakland and Port Richmond, and the third, San Pedro, near Los Angeles, San Diego and others.

Today a direct line of railroad reaches from Salt Lake City to each of these several ports, the Oregon Short Line to the northern ones, the Southern Pacific to the San Francisco group and the recently completed Salt Lake Route to the southwest.

Today there are nine daily passenger trains leaving the Utah capital for these Pacific coast terminals and all are well filled, their passengers being recruited at Salt Lake, and from the six daily trains arriving from the East. But when it is considered that six trains from the East arrive while nine leave for the Pacific, and the same proportion holds good in freight traffic, it can readily be understood why the trains from the East are overcrowded, which in turn explains why the eyes of the railroad builders of the Missouri river are about to fold



Merry Christmas

up their round houses at Denver and move to Zion.

The same reason impels the building of another road to the Pacific, and there again Salt Lake benefits.

In looking over the railroad work of the past year the important event of the first half of the season was the completion of the Salt Lake Route, but that road has now been successfully launched and as a traffic producer has proved in this short space of time that it was a direct line most urgently needed. No sooner had the line been opened than the Western Pacific, Gould's road to San Francisco, was officially announced, and today thousands of men and teams are throwing up the grade. This is the important railroad feature of the immediate present and next in importance is D. H. Moffat's short line from Denver, as actual work is being rushed on both roads. The Moffat line will be 500 miles from Denver to Salt Lake, some 247 miles less than the Rio Grande, and considerably more than 100 miles less than the Union Pacific. Being independent, he can deliver his traffic to either Gould, Clark or Harriman, and it is safe to say that when Moffat arrives the Ogden gateway will have passed into oblivion, as should have been the case years ago.

The moment the Western Pacific gets into San Francisco the Ogden gateway ceases to exist simply because the great question of "divisions" will be dictated by Gould, having his own line from ocean to ocean, and here again Salt Lake derives great benefit.

Heretofore the question of rates and divisions has been wholly domi-